

FEDERAL AVIATION AGENCY

7G3
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Revision 3
SCHLEICHER
K7
Ka2B
February 17, 1961

TYPE CERTIFICATE DATA SHEET NO. 7G3

This data sheet which is a part of type certificate No. 7G3 prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder Alexander Schleicher, Segelflugzeugbau
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Federal Republic of Germany

I - Model K7, approved June 8, 1960; Ka2B approved September 28, 1960. The Model Ka2B is the same as the Model K7 except the fuselage is of plywood monocoque construction instead of steel tube, fabric-covered.

Airspeed limits	K7	Ka2B
Glide or dive	92 knots	90 knots
Airplane tow	70 knots	70 knots
Auto-winch tow	54 knots	54 knots
Airbrakes extended	92 knots	90 knots
C.G. range	(+1.97) to (+10.83)	
Datum	Wing leading edge at rib 2	
Leveling means	Tangent on wing rib 3 horizontal	
Maximum weight	1060 lb.	
No. of seats	2	
Baggage	None	
Control surface movements	Elevator Up 20° Down 20°	
	Rudder Right 30° Left 30°	
	Aileron Up 30° Down 15°	
Serial Nos. eligible	The Federal Republic of Germany Certificate of Airworthiness for export endorsed as noted below under "Certification basis" must be submitted for each individual glider for which application for certification is made.	
Certification basis	CAR 10. Type Certificate No. 7G3 issued June 8, 1960. Application for Type Certificate dated April 22, 1958. Each glider and any replacement parts manufactured in Germany must be designated as "import" and clearly labeled as such in accordance with CAR 10.30. A U.S. airworthiness certificate may be issued on the basis of a Certificate of Airworthiness for Export signed by a representative of the Luftfahrt-Bundesamt, containing the following statement: "The glider covered by this certificate has been examined and found to comply with the Federal Republic of Germany glider airworthiness requirements dated August 1939, and conforms to TC 7G3".	

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Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification basis) must be installed in the aircraft for certification.
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NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions when necessary, must be in each glider at the time of original certification and at all times thereafter.

NOTE 2. (a) The following placard must be installed in full view of the pilot in gliders with small air brakes (supported by two arms):
"Cloud flying: Permitted only when operated as single-seater and when altimeter and turn and bank indicator are installed."
(b) On gliders with large air brakes (supported by three arms) the following placard may be installed:
"Cloud flying: Permitted only when altimeter and turn and bank indicator are installed."

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